

Maximum Weights:

	B777-300ER	B777-200LR	B777-F
Max Zero Fuel Weight	237, 682 kg	209, 106 kg	248, 115 kg
Max Take-Off Weight	351, 534 kg	347, 451 kg	340, 194 kg
Max Taxi Weight	352, 441 kg	348, 358 kg	341, 101 kg
Max Landing Weight	251, 290 kg	223, 167 kg	260, 815 kg

RVSM Contingency Procedures: Continental (EU, NAM, ME, Africa) – **Nil.** (new ATC clearance) China - (30°R) **5nm.**
Thailand/Philippines/Vietnam/Hong Kong/Middle East - (45°R/L) **25nm.** Indian Ocean - (90°R/L) **15 nm.**
North Atlantic/S.America/N.America/Pacific/Australia/Africa/Singapore/KL - (45°R/L) **15nm.**

MNPS Airspace: FL285 – FL420 / 27°N to North pole. **RVSM Airspace:** FL290 – FL410 / +/- 200ft tolerance
Wake Turbulence Separation: Approach behind A380 – 6nm Approach behind Heavy – 4nm
Departure behind A380 (same position) – 2 minutes (Intersection) – 3 minutes

Standard Cabin Crew Briefing Notes

Introduction of crew
Parking Stand/Terminal
Flight Info – Flt time, cruise alt, special notes
Wx & Turbulence (CS call if need be)
Hijack code / Security
CRM & Teamwork
Rest (If LRV)
Questions / Suggestions

On Ground	
When a/c on ground or taxiing	"Attention crew at stations (x2)"
Evacuation Required	"Evacuate, Evacuate"
Evacuation not required	"Normal Operation (x2)"

Rapid Deplaning:

Make PA: "Cabin Manager to the Cockpit Immediately"

NITS Briefing (if time)

Make PA: "Attention Attention, this is an important announcement. All passengers must leave the aircraft via the nearest boarding door in a quick and orderly manner. Leave all personal belongings behind and follow cabin crew instructions."

Decompression PAs:

During Descent: "Emergency Descent (x2)" (only if auto-announcement is unserviceable)

At Safe Altitude: Cabin above 10,000ft: "Emergency Descent Completed, Emergency Descent Completed – Remain On Oxygen"
Cabin below 10,000ft: "Emergency Descent Completed, Emergency Descent Completed"

Engine Failure in Flight:

Select "ENG OUT" on FMC Cruise page., set Engine out altitude in window on MCP, then execute FMC.

Notify ATC, and initiate turn using HDG/TRK SEL.

Follow emergency escape maneuver (if applicable). Run non-normal checklist then determine course of action.

Decision Making Model - FORDEC:

Facts	<i>Collect information, define situation</i>
Options	<i>Generate possible responses</i>
Risks	<i>Assess risks and benefits of each option</i>
Decision	<i>Select an option</i>
Execution	<i>Carry out option</i>
Check	<i>Review everything</i>

Risk Management (aim to get back to the green)

Assess	<i>Assess Potential threats & errors</i>
Balance	<i>Buy time, Reduce workload, Change mission</i>
Communicate	<i>With each other & those around</i>

Cabin Crew Emergency Briefing (NITS)

Nature - Intentions - Time - Special Instructions

Passenger Handling Notes

Falcons	Max 2 per pax in diamond/pearl. Max 1 per pax in coral. No overall limit per flight.
Guide dogs	Max 1 per flight. If over 8hrs need letter from owner.
UM's	Maximim of 10 per flight.
Infants	Less than 2yrs old. Max 40 in 2 class, 30 in 3 class. \uparrow by 20% of seating capacity if oxy/belts available.
Stretchers	Maximum 2 per flight.
Escorts	Min of 2 per inad. Max of 2 DEPA/INAD with 2 escorts each per flight (4 escorts total).
Pregnancy	

Single

	No Docs Required	Certificate Required	No Fly
0-28	✓		
29-36		✓	
37 +			✓

Multiple

	No Docs Required	Certificate Required	No Fly
0-28	✓		
29-32		✓	
33 +			✓

Certificate conditions: (1) Signed by doc (2) On hospital/doc letterhead (3) State single/multiple (4) Dated within 7 days of travel (5) State fit to fly (6) In English or Arabic only (7) State no of weeks / due date

General Operations Notes

Low Visibility Operations

Cat 1 - 550m RVR / 200ft DH
 Cat 2 - 300m RVR / 100ft DH (3 lights / lateral element)
 Cat 3A - 200m RVR / 50ft DH (3 Consecutive lights)
 Cat 3B - 75m RVR / NO DH or <50ft. (1 CL light if DH used)
***Aerodromes with blanket approval can use charted minima**

A/C Capability	Rollout Guidance	TDZ	Min RVR MID	RO/SE
LAND 2	Not avail	(10-9EY)	200m	75m
	Fail Passive	(10-9EY)	125m	75m
LAND 3	Fail Operational	(10-9EY)	75m	75m

Malfunctions

No A/T	CAT3A (LAND2)
Single A/T	CAT3B (LAND3)

Before Approach Ban - Check AFDS status - No change or not required or can be switched - continue.
 If changed or required, downgrade to another approach (all CX complete by App ban)
Between App Ban and Alert Height - Check AFDS status - No change or not required or can be switched - continue.
 If changed or required, Go around
Below Alert Height - Any EICAS alert with master caution, Go Around.

Ground Operations Notes

APU Fuel burn

Ground: 240kg / hr
 Air: (approx. 200kg/hr at FL350, 260T)
 APU-Pack takeoff maximum alt = 6900ft AGL

Conversions:

1 Meter = 3.28ft
 1 US Gallon = 3.785 Litres
 1 nm - 1.15 statute miles
 1 statute mile = 1.61km
 Fahrenheit to Celcius = $(F - 32)/2$
 Celcius to Fahrenheit = $(C \times 2) + 32$

MEL & CDL

Applicable until the Before Taxi Checklist completed.

MEL Repair Intervals start at 00:01am the next day extended as follows: (A) No Interval (B) 3 days (C) 10 days (D) 120 days
 (B, C & D) can be extended once, but (A) cannot. CDL does not have repair intervals, but each item specifies relevant times.

OFP & Loadsheet

OFP : +/- 3000kg change in ZFW, new OFP required.
 + 1000kg/- 3000kg for RCF flight Loadsheet - +/- 1000kg LMC (+1000kg/-5000kg - ACARS) new loadsheet required

Circling / Visual Approach Timing Rule of Thumb

Time from abeam threshold as follows:
 15 secs per 500ft AGL or 3 sec per 100ft AGL.
 Adjusted for wind +/- 1 sec per knot of HW or TW

Min Pavement Width (180° turn)

B777-300ER - 56.5m
 B777-200F /LR - 48.0m

Taxi Fuel Consumption

Approx. 33kg / min

A/C Jumpseats

A-F(28/384) - 17
 G-J, P, Q (40/340) - 16
 K-O & R (8/40/280) - 17

Fuel Jettison

FCTM 4000ft min / Jepp 6000ft min alt
 CTR pumps on - 2500kg/min ... CTR tank empty - 1400kg/min

Fuel Discrepancy

Departure (9) – Remaining (2) – Calc Uplift (8) x 100
Departure (9) – Remaining (2)

ATL Check Validity

Daily Check - 48hrs from signature time (until Before Taxi Cx completed.)
 Service Check - Valid 15 calender days until 23:59pm on 15th day
 ETOPS Check - Carried out prior to each ETOPS sector

Holding Speeds (1min below 14000ft, 1.5min above 14000ft)

ICAO

FAA

<14,000 ft	230 kts	≤ 6000 ft	200 kts
>14,000 - \leq 20,000 ft	240 kts	$>6,000 - \leq 14,000$ ft	230 kts
>20,000 - \leq 34,000 ft	265 kts	$>14,000$ ft	265 kts
>34,000 ft	M 0.83		